

High rises 3.50 a. m., m2, rate 2.00 p. m.
 High tide 3.50 a. m., m2, rate 2.00 p. m.
 Moon set 1.25 a. m.

WELL, THAT SETTLES IT. BROKE AGAIN! IT'S ALL OVER! AIN'T GOT A CENT IN THE WORLD. SERVES ME RIGHT, I'M A BUM!

NOTHIN' LEFT FOR ME TO DO BUT GO HOME

I'M DONE! I AIN'T GOT A BEAN. I'M CERTAINLY THE HARD LUCK KID. I KNOW A SURE WINNER TODAY TOSH CURSES!

I HOPE I AIN'T LOST THAT - \$20

THE FIRST RACE'S JUST ABOUT TO START, TOO! DOG GONE IT!

HOPE, HERE IT IS :- ONE TWO THREE FOUR

? ILL PAY THE RENT!! - FIVE SIX - SEVEN - EIGHT -

AND I'LL GET SOME SHOES - NINE - TEN ELEVEN -

AND GO SEE THE ROLLIES - TWELVE THIRTEEN FOURTEEN FIFTEEN - AND I'LL BUY SOME WINE - SIXTEEN -

OH, JOY!

20 BIG JUICY BONES ON EFFENDI!

FERGUSON QUILTS COLD IN BOUT WITH JEANETTE

[illegible]

BOSTON AMERICAN

80 AND 82 SUMMER ST., BOSTON, AUGUST 28, 1909.

Harriman, the Road Builder

Plucky, Useful, Remarkable Man—
May He Live Long!

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A wonderful little man is E. H. Harriman—a man made for this day, doing useful work, building the roads over which millions will travel long after he shall have passed away.

This human dynamo, product of the mixed race and the great opportunities of a new land, comes back weak with illness, barely able to walk, but with courage and mental vigor apparently unimpaired.

Speculators gamble on his life or death; the doctors seem to have done their worst in his case.

Gamblers on the bear side in Wall street are digging his grave, but Harriman is still planning and building railroads.

He talks of the railroads that he will build in Idaho, in Oregon and in other parts of the country.

He may die soon, for there's no doubt that he has tried hard to kill himself with too much work and too little food. But all those who admire a courageous and useful man will hope for his recovery from this illness, and that he may have many years of planning and building.

In any case, the work that he has done will grow. The thousands of miles of track that he has built or improved will serve the people. And they will recognize the value of that keen, broad, powerful brain that, with no start at all except courage and intelligence, has accomplished so much.

Harriman is surely a man who has worked for others effectively, while killing himself. He has played a big part in this great period of industrial development. He gets for his share power, which passes away; money that he can't use. The country gets railroads, and what is just as valuable, lessons in railroad building and railroad management.

How much Harriman cares for the people, or for the country; how much or how little he cares for private fortune or public glory, no one knows—he doesn't know. No man knows himself, and nearly all men are misjudged.

Whatever his motives, Harriman is a useful man—a really great man in this industrial day.

How contemptible beside him seem those flabby millionaires of inherited wealth and inherited railroads, those pleasure-seeking, horse-racing, divorce-chasing, worthless white rabbits, whose railroads Harriman takes from them one after another!

One Little Lesson in Municipal Ownership

It Will Take a Million Lessons,
Probably, to Convince Amer-
ica. Still Patience in a
Good Watchword.

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In this country we sink deeper and deeper into the mire of monopoly, private ownership and reckless exploitation.

We are just entering on a four-year term of beautiful corporation domination. The man who talks about the rights of the people is looked upon as a demagogue or a humorist. The health of E. H. Harriman, the whim of J. P. Morgan, the plans of any able trust master are far more important than all the citizens and all their votes put together.

In fact, citizens and votes are a sort of joke now, and out of fashion. Human beings will come BACK into fashion, however, and the possibility of making great wealth useful to humanity on a big scale, when modern individual selfishness shall have been long forgotten.

Therefore, lest we forget that there was ever any talk of a republic, managed for its inhabitants, let us occasionally point out progress in other places.

You may be interested to know that the Great Eastern Railway of England with its enormous terminus in London, and its great suburban traffic, HAS LOST TWENTY-FIVE MILLION PASSENGERS A YEAR since the London Council put in municipally owned electric street cars.

These street cars, owned by the people and run by the people, have already COMPELLED THE GREAT EASTERN RAILWAY TO REDUCE ITS RATES FORTY PER CENT, AND IN SPITE OF THAT REDUCTION THE TRAFFIC OF THE PRIVATELY OWNED CORPORATION HAS FALLEN OFF TWENTY-FIVE MILLIONS A YEAR.

Those that hate municipal ownership, those who believe that the earth and the fullness thereof should be the property of a small handful of men, are, of course, displeased with such statements. They are especially grieved to think that the stockholders of the Great Eastern Railway, as they put it, SHOULD BE COMPELLED TO PAY TAXES TO SUPPORT A MUNICIPALLY OWNED RIVAL CONCERN.

But that isn't how the little man feels who sees the railroad fares of the Great Eastern Railway reduced forty per cent, facilities increased and the citizen's comfort put ahead of the corporation dividend.

Mr. Reid and the English Aristocracy

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It appears from certain hints concerning what passed during Mr. Whitelaw Reid's visit to Beverly that the President is going to accept Mr. Reid's resignation of the English Ambassadorship.

Mr. Reid offered it as a matter of form, but Mr. Taft reaches for it as a matter of substance.

The brilliancy of Mr. Reid's social functions in London, the unexampled expensiveness of his hospitality, the fact that his routs have rivalled those of royalty, and that he has had kings, queens and princesses as guests—these things have not dazzled Mr. Taft.

Probably it has seemed to the President, as to most people who have had thoughts or observations on the subject, that an Ambassador, standing as the intermediary between two nations, should be able to interpret the social, economic and political life of the grand average, rather than the mere festive life of the leisured rich.

While it is, of course, desirable that the diplomatic representatives of the United States in foreign capitals should have a sufficient salary to keep house as gentle folks do, and on a scale that admits of open hospitality, it is not desirable that an American Ambassador should be a Lucullus, a Sardanapalus—or that he should rival in lavish money-spending the great brewers of England.

If the salary of our Ambassador to England is not large enough to maintain a suitable establishment, it should be made larger.

The country cannot afford to depend upon private munificence for the support of its public state.

Do You Know This Man?

By T. E. Powers

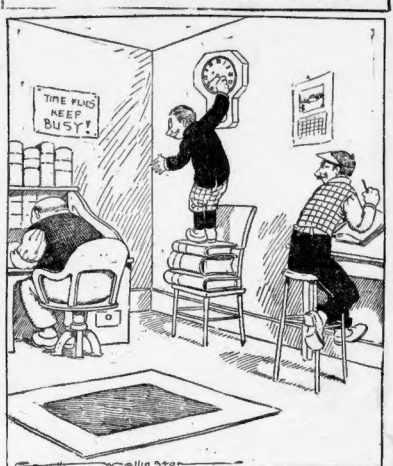
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To Preserve a Government by the Consent of the Governed, the Boston American Advocates:

- First—Direct nominations, that the people may select such public servants as they deem worthy;
- Second—The recall, that the people may dismiss such public servants as have proved unworthy;
- Third—The initiative, that the people may compel action upon such legislation as they deem necessary;
- Fourth—The referendum, that the people may accept or reject legislation as they deem desirable;
- Fifth—A Corrupt Practices act that will limit election expenses to legitimate purposes and make men, and not money, the deciding force in American politics;
- Sixth—Public ownership of public utilities, that the values created by the people shall belong to the people, and a referendum upon every public franchise, that no public servant shall barter the people's property for his private gain;
- Seventh—The election of Senators by the people, and of Judges for short terms, that no branch of government shall feel itself too far above the people or too long removed from the people.

THERE'S A REASON



And Not Only That, But—

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If It Weren't for Father

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